

PLANNING & ZONING  
COMMISSION  
Telephone (203) 563-0185  
Fax (203) 563-0284



TOWN HALL ANNEX  
238 Danbury Road  
Wilton, Connecticut 06897

**PLANNING AND ZONING COMMISSION  
REGULATIONS COMMITTEE  
SUMMARY MINUTES  
MAY 3, 2010**

**PRESENT:** Chairwoman Sally Poundstone, Secretary Doug Bayer, Commissioners Alice Ayers, Marilyn Gould, Bas Nabulsi, and Dona Pratt

**ABSENT:** Eric Osterberg; John Wilson; Michael Rudolph (notified intended absence)

**ALSO**

**PRESENT:** Robert Nerney, Town Planner; Recording Secretary; and interested residents.

**SPECIAL AGENDA ITEM:**

**1. Discussion pertaining to potential zoning regulation amendments**

At 7:15 P.M., Ms. Poundstone seated members Ayers, Bayer, Gould, Nabulsi, and Poundstone, and referred to Connecticut General Statutes Section 8-11, Conflict of Interest. She asked Commissioner Bayer to take over the chair in the absence of Chairman Rudolph.

Mr. Bayer asked for Commissioner comments/opinions regarding preferred geographical boundaries for the "Cannondale" area. Commissioners Poundstone, Nabulsi, Ayers and Bayer were in general agreement that the area of Cannondale should be centered on the Cannondale Village and train station, with perhaps some expansion over to the Wilton Sport Shop and Triloma Spa area, but not to include more northerly Route 7 adaptive use properties. They felt that adaptive use regulations should, in general, be relaxed and broadened, but that such regulations should be the substance of a separate discussion.

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Ms. Gould presented an alternate proposal. She distributed copies of, and reviewed, a 1909 map of the Town, noting a highlighted area that was then known as the Cannondale school district, encompassing the aforementioned area of the Village but also extending northerly along Route 7 from the Wilton Sport Shop to the White Fences property. She felt that this historical context should be reflected in the definition of “Cannondale”, enlarging its boundaries as indicated on the 1909 map, with modified/loosened adaptive use regulations applying over the entire area. It was Ms. Gould’s opinion that zoning regulations should apply equally across this enlarged “Cannondale” area so as to protect the Town from potential litigation in connection with adopting new regulations for just a small select group of properties.

Ms. Pratt arrived and was seated at 7:31 P.M.

Concerns were raised by other Commissioners that an enlarged “Cannondale” area, and the potential loosening of regulations/permitted uses that seemed to be generally favored by the Commission for the smaller Village area, could result in undesirable impacts to the extended Route 7 corridor.

Mr. Nerney suggested the possibility of creating a new Cannon Crossing Zoning District, within the confines of the existing Cannon Crossing overlay district, with heavy emphasis on design, historical context, etc., but with additional guidelines defining permitted uses and bulk requirements/restrictions.

It was the general consensus of the Commission that higher density housing would be appropriate for the area behind the railroad station. Other suggested possible uses included retail, office/professional space, a small convenience or package store, and artistically oriented uses such as an art studio and perhaps a small theater. The concept of a mixed-use environment, whereby office and residential uses are integrated within one structure, was generally favored by all, as was a pedestrian-friendly environment.

The question of whether the area should be, or try to be, self-sustaining was discussed. It was ultimately determined that the area is probably not large enough to be self-sustaining. Mr. Nabulsi felt that it should not be the goal of the Commission to develop regulations to vitalize or revitalize a given area, but rather it should enable uses/types of development that are consistent with what the Commission would like to see in a particular area. He likened it to creating, in his words, a little “kernel”, among other such “kernels” within the Town, whereby one could drive through the Town and be exposed to various different areas offering their own unique environments, as opposed to trying to create a little hub that does not realistically have enough space to be self-sustaining.

There was general agreement that whatever regulations are adopted for the area, the historic nature of the buildings and the quaint atmosphere of the area must be respected.

Mr. Nerney offered to pull up information that Commissioners had considered for the Cannondale area a few years ago so that they could determine whether any of their former vision for the area matches what is currently being discussed.

Mr. Bayer summarized that the Commission seemed to have general consensus in the following areas: 1) the Cannondale area should focus more on the Village/train station area, including a few parcels contiguous with and along Route 7, as opposed to expanding it substantially north along Danbury Road; 2) the regulations should be modified to allow for some increased, but not over-reaching, development in the area; 3) increased density residential use should be considered; and 4) mixed use should also be considered to encourage retail use.

Mr. Nerney suggested involving area property owners in the discussion at some point in the future. Ms. Poundstone indicated that that was part of the Commission's plan, perhaps in the relatively near future.

Mr. Bayer felt that it would also be worthwhile to consider the possibility of expanding adaptive use regulations for the northern Route 7 corridor parcels.

## **J. ADJOURNMENT**

MOTION was made by Mr. Bayer, seconded by Ms. Poundstone, and carried unanimously (6-0) to adjourn at 8:50 P.M.

Respectfully submitted,

Lorraine Russo  
Recording Secretary